

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5664

庚申年十二月三十日

SATURDAY, JANUARY 11, 1908

大正 號一十月正英曆

500 PER ANNUM
SINGLES COPY, 10 CENTS

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,510,000
Branches and Agencies:
TOKIO, CHEFOO,
KOBE, YOKOHAMA,
OSAKA, SHANGHAI,
NAGASAKI, HANKOW,
LONDON, LIOYANG,
LYONS, PORT ARTHUR,
NEW YORK, ANTUNG,
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HANKOW.

Head Office—YOKOHAMA.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 5 per cent.
per annum on the Daily Balance.
On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKAO TAKAMICHI,
Manager.
Hongkong, 31st October, 1907. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$2,500,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$2,500,000
ABOUT MEX \$5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE CORPORATION transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months, 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 24th July, 1907. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPR. £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 5 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.
Hongkong, 6th January, 1908. [29]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital, Fl. 15,000,000 (£1,500,000).
Subscribed Capital, Fl. 10,000,000 (£1,000,000).
Reserve Fund, Fl. 2,125,703.56 (£212,570.36).

Head Office—AMSTERDAM.
Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indragajoo, Bandoeng, and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd.
Paris: Societe Nationale d'Escompte de Paris.
Berlin: Deutsche Bank.
Brussels: Banque de Paris et des Pays Bas.
Vienna: Union Bank.
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. BOETTJE,
Manager.
15, Des Voeux Road Central.
Hongkong, 18th November, 1907. [27]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS \$11,750,000
STERLING \$1,000,000 at 2/11=£10,000,000
SILVER \$11,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
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C. R. Lennemann, Esq., H. E. Tomkins, Esq.,
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per cent. per annum on the daily balance.

On Fixed Deposits:
For 12 months, 4% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 3 months, 2% per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 9th January, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [28]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
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Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
W. A. von Rothschild & Soehne, Frankfurt,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim Jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED,
DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradjia (Acheen), Bandjermasin.

CORRESPONDENTS at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

Fixed Deposits: 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [26]

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL ON | REMARKS |
|--|--------------------|-----------------|----------------------------|
| LONDON and ANTWERP | NILE | About 16th Jan. | Freight and Passage. |
| SHANGHAI | PENINSULAR | About 24th Jan. | Freight and Passage. |
| LONDON, &c., via usual Ports (ARCADIA) | ARCADIA | 15th Jan. Noon. | See Special Advertisement. |
| SHANGHAI, MOJI, KOBE & SOCOTRA | SOCOTRA | About 29th Jan. | Freight only. |
| YOKOHAMA | Capt. W. R. Hickey | | |

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th January, 1908.

Intimations.

LANE, CRAWFORD & CO.

BEST MAKES IN

DRESS SHIRTS,

\$3 ea., 6 for \$16.50. \$4.50 ea., 6 for \$25.00.

DRESS TIES,

From 75 cts. per Dozen.

WHITE KID GLOVES,

\$1.25. \$2.25 per pair.

FANCY SOCKS, SILK MUFFLERS, LIGHT WEIGHT OVERCOATS.

LANE, CRAWFORD & CO.

Telephone 97.

GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Hotel.

VICTORIA HOTEL.

(TELEGRAMS—VICTORIA—SHAMKUN.)

SHAMKUN, CANTON.

ON THE BRITISH CONCESSION.

H. HAYNES, Manager.

MACAO HOTEL.

(TELEGRAMS—FARMER—MACAO.)

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. Farmer, Proprietor.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,318 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 2,095 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodations.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from Douglas Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, the 12th January, the Company's Steamship "HEUNGSHAN" will depart from the Company's Wharf at 9 A.M., returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

The S.S. "SUI-AN" and "SUI-TAI" will not run on Sunday, the 12th January.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Hongkong Hotel.

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

LANE, CRAWFORD & CO.

THE MUTUAL STORES,

and all its BRANCHES.

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [13]

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PERDUE STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED
A Large Assortment of EVENING GOWNS
from \$60.
Also Furs, Feather Boas, Trimmings, &c.

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

A. F. DAVIES,
Manager.

Hongkong, 2nd Jan., 1907.

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

| FOR | STAMERS | TO SAIL |
|---|---|-----------------------------------|
| KUDAT and SANDAKAN..... | "BORNEO" Capt. F. Sembill..... | TUESDAY, 9 A.M., 14th Jan., 1908. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN..... | "PRINZ EITEL FRIEDRICH" Capt. E. Malchow..... | WEDNESDAY, Noon, 15th Jan., 1908. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA..... | "PRINZ HEINRICH" Capt. Groch..... | About WEDNESDAY, 15th Jan., 1908. |
| MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE..... | "PRINZ WALDEMAR" Capt. W. von Senden..... | THURSDAY, Noon, 30th Jan., 1908. |

For further Particulars, apply to—

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th January, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING. BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

HARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|----------------|-------|----------------------|----------------|------------------|
| TJIKINI..... | JAPAN | First half Jan. | JAVA PORTS | First half Jan. |
| TJIMAH..... | JAPAN | First half Jan. | JAVA PORTS | First half Jan. |
| TJIBODAS..... | JAPAN | First half Feb. | JAVA PORTS | First half Feb. |
| TJILATJAP..... | JAPAN | First half Feb. | JAVA PORTS | First half Feb. |
| TJILIWONG..... | JAVA | First half Feb. | JAPAN | First half Feb. |
| TJIPANAS..... | JAVA | Second half Feb. | JAPAN | Second half Feb. |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 7th January, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation free.

Dr. M. H. HAUN.

THE LATEST METHOD.

AMERICAN SYSTEM OF DENTISTRY.

31, QUEEN'S ROAD CENTRAL.

Graduate of the University of Pennsylvania, U.S.A.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bonnts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

IMPERIAL BREWING COMPANY, LIMITED.

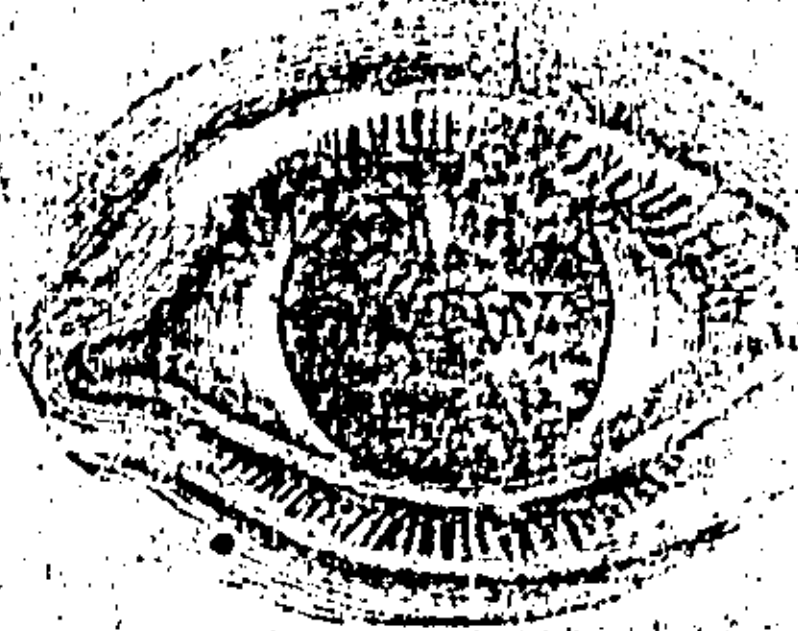
PURE CREAM BEER.

For samples and prices please apply to—

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,
General Agents.

Hongkong, 22nd October, 1907.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
11, John Street, Bedford Row, W.C., 59, Bechook Street, 566, Nanking Road.
Hongkong, 27th November, 1907.

Hotels.

CONNAUGHT HOTEL,
HONGKONG.A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO— THE MANAGER & AGENT.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.Telegraphic Address: "CHEE" HONGKONG.
Telephone No. 14.Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.O. E. OWEN,
Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRIZE, near the TIAN TAI MOUNTAIN.

For Terms, apply to the MANAGER.

STOESSER'S TRIAL.

THE STORY OF PORT ARTHUR'S SURRENDER.

Gen. Stoessel has at last been put on trial for the surrender of Port Arthur; and, judging from the tone of the official act of accusation, he will be condemned. His condemnation will certainly not be disapproved of by the Russian Press, for Stoessel's relations with the Russian war correspondents in Port Arthur were never cordial. Once, while watching from a hill-top one of the earlier sorties of the fleet, he caught sight of a civilian similarly employed, at some distance off, and immediately sent an officer to drive him away.

"Why not allow him to remain?" asked Col. Artemeff, the editor of the semi-official "Novi Kral," who happened to be present. "He wants to see what's going on. He's a correspondent." "What!" shouted Stoessel, in a tone of genuine regret. "Why didn't you tell me that earlier. I'd have had the brute pitched head-first down the hill."

Such being Stoessel's feelings towards the Press, it is not surprising that the Press is far from being distressed in the least by the deplorable plight in which the ex-Governor of Port Arthur now finds himself. In fact, the Press campaign against Stoessel is so strong that it is overdone, the trifling charges that are made against him being so numerous that one loses sight of the main accusations. For instance, both the official act of accusation and the newspapers condemn his severity towards the "Novi Kral" newspaper of Port Arthur; but, though I was one of the editors of that paper myself, I must confess that judging from the unceremonious manner in which war correspondents are generally treated in time of war, it is absurd (especially for Russian Government officials), to re-ard Stoessel's severity towards the Press as an unpardonable crime.

STOESSER'S RESIGNIBILITY.

It also seems unfair to saddle Stoessel with the responsibility for the various defeats at Port Arthur, since during the late war every Russian commander, on sea and on land, was defeated whenever he came into contact with the Japanese, and since, therefore, something must have been wrong with the whole naval and military system of the Russians, or with the spirits of the troops or with something else over which the commanders had no control.

Even so, it is impossible, after reading the evidence in this case, not to conclude that Stoessel could have held out at least a week longer; and by doing so he would not only have put himself technically in the right, but might have made the Japanese lose the battle of Mukden, for had Kuroki crossed the Han River two days later than he actually crossed it, he could not have brought his artillery over the ice, and his advance, as well as that of Nogi, would have been fatally delayed by the soft ground.

The last meeting of the "Council of Defence" began at 6 p.m. on 29 Dec., and Stoessel asked the members to each express his opinion as to whether the fortress could hold out longer. Sixteen members of the council thought it could, and only Stoessel and his supporters—Fock, Re, and Dmitrevsky—were dubious. When the meeting came to an end Stoessel sent the Tsar a telegram in which he said, writing as if the message was from the Council of Defence and not from himself personally, that "the fortress can only hold out a few days. We have hardly any shells left. I will take measures to prevent any massacres in the streets. The curvy has made great ravages among the garrison. I have under arms at present from ten to eleven thousand men, but they are not in good health."

AN UNFORTUNATE DECISION.

As a matter of fact, Stoessel had at the time 203,444 shells and 76,521 healthy soldiers. In the way of provisions, he was also very well off. To mention a few of the good things he had, there were 150 tons of flour (700,000 portions), 20 tons of sugar (1,400,000 portions), 65 tons of biscuits (700,000 portions), 350 tons salt. In addition to this, there was plenty of meat waiting about in the shape of 2,000 horses, while the navy had two tons of preserved beef, 703 tons of flour, and 40 tons of sugar. To cook the provisions he had 145,000 tons of coal and, for defensive purposes, he had 35,776 rifles and nearly 53 million rounds of cartridges, not to speak of 546 guns in perfect condition. All these would be useless to the Russians, of course, if the Japanese were in a position to immediately capture the town; but, though Stoessel evidently thought they were, he was in no position to judge, knowing nothing, as he did, of the science of fortification, in which S. Nimoff (who contended that the place could hold out longer) was deeply versed. Finally Stoessel completed his mistake by ordering the evacuation of "Kuroyuk's luncheon," and one or two other vitally important strategic points, and thus making the further defence of Port Arthur impossible.

WHY HE FAILED.

The other charges against Stoessel are that he refused to hand over the command to Smirnov when ordered by Kuroyuk to do so; that before Port Arthur was finally cut off he neglected many opportunities of provisioning it better; and that he lied to the Tsar in telegrams describing his own bravery. Stoessel was not a traitor; but he was an incompetent officer, so swollen with the idea of his own dignity and importance that I am inclined to believe one of his strongest motives for surrendering Port Arthur was the fear that if he let things go so far as to end in a hand-to-hand combat in the narrow streets of "Old Town," his personal dignity might suffer—that he might be knocked down and have his pockets picked, get kicked, be handcuffed, or subjected to some other such sacrilegious insult.

Stoessel failed because his conduct was based on the wrong assumption that all the honours which had been paid him as a military man almost all his life were a tribute to his genius and not merit; a reward paid for nothing to a man who was assumed to be ready to die for his country, or at least to endure extreme privations for his sake. He was a failure.

to line clearly that it is not quite correct for a general to hold the while flag as soon as he runs about of fresh vegetables. Many a more civilly, not equally entitled to notice of how to, is capable of more bravery than that.

In one way, however, Stoessel is a public benefactor, for he has done much for the cause of peace. Sometimes it happens that war places men under the rule of such a master of the ethical effect as Napoleon Bonaparte, but Port Arthur reminds us that in far the greater number of cases it places us entirely under the heel of such men as Stoessel.—F. McCallagh in "Morning Leader."

Notices of Firms.

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS Co.(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents.

Hongkong, 1st July, 1907.

NOTICE.

THE Business that has been hitherto carried on by the Undersigned, will, hereafter, be carried on under the Style and Name of J. R. MICHAEL & CO. The partners in the firm are myself and Mr. S. H. MICHAEL.

J. R. MICHAEL.

Hongkong, 1st January, 1908.

Intimations.

Sole Agents for
HUMBER CYCLES.

TYPEWRITERS

FOR
HIRE, REPAIR & SALE.TO CLEAR AT VERY MODERATE
PRICE.REMINGTON,
HAMMOND,
BARLOCK.

NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES
and BOATSFOR HIRE AT BLAKE PIER,
DAY AND NIGHT PER HOUR.....\$2New Bicycles
for Hire.NEW CYCLES FROM \$65 EACH.
REPAIR TO MOTOR BOATS, CARS,
and CYCLES UNDERTAKEN.DRAGON CYCLE DEPOT,
No. 11, D'AGUILAR ST., and KOWLOON,
HONGKONG, 27th November, 1907.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND
SPLENDID STOCK OFFRENCH MILLINERY,
VARIOUS SHAPES and COLOURS.

SHOES! SHOES! SHOES!

BLK. AND TAN GLACE KID,
from the best American Manufacturer.FLANNELS, TWEEDS, SERGES,
Ladies' DRESSING GOWNS,
and JACKETS.Samples on application. Coat
ports and carefully examined.

Hongkong, 2nd January, 1908.

Intimations.

Powell's
28, Queen's
Road,
(OPPOSITE THE CLOCK TOWER).

GENTS' DRESSING COWNS

Smart—Exclusive,
\$10 to \$50
each.

SMOKING JACKETS
Warm—Comfortable,
\$15.00
and upwards.

Knitted Woollen
WAISTCOATS
Newest Designs and
Colourings,
\$5.50 to \$16.50
each.

Striped & Checked
TATTERSALLS.

W.M. POWELL, LTD.,
Gent's Outfitters,
HONGKONG
Hongkong, 24th December, 1907.

Public Companies.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

NOTICE is hereby given that the TWENTY-THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Building, on TUESDAY, the 28th January, 1908, at 1 o'clock noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED on FRIDAY, the 18th January, on TUESDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th January, 1908. [103]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Building, on TUESDAY, the 28th January, 1908, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED on MONDAY, the 20th January, on TUESDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.
Hongkong, 10th January, 1908. [104]

Intimations.

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOW SHOWING—

A LARGE ASSORTMENT OF

FRENCH DOLLS AND TOYS,

PERFUMERY,

TOM SMITH'S CRACKERS,

XMAS TREE ORNAMENTS,

FOOTBALLS, &c., &c.,

ALSO

The Best FRENCH CONFECTIONERY

and LIQUERS.

INSPECTION SOLICITED.

Hongkong, 25th November, 1907. [153]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RE HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907. [146]

COLD STORAGE.

THE HONGKONG ICE COMPANY,

LTD. have now 200,000 cubic feet of

COLD STORAGE available at WATER POINT.

Stores will be open at 10 a.m. and 4 p.m.

daily Sunday excepted, to receive and deliver

perishable goods.

WM. PARLANE,

Manager.
Hongkong, 22nd June, 1907. [141]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARVILLE STREET,

HONGKONG.

Hongkong, 21st September, 1907. [144]

SWATOW DRAWN WORK

COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE,

CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 1st October, 1907. [141]

Consignees.

S.S. "YARRA"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. "YARRA", in connection with above, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after TUESDAY, the 14th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th January, or they will not be recognized.

All damaged packages will be examined on TUE-DAY, the 14th January at 9 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.
Hongkong, 7th January, 1908. [142]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENROY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 13th inst. at 4 P.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW,
Hongkong, 7th January, 1908. [146]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 7th January 1908. [17]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLUECH"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th inst. or 15th inst. as the case may be.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th January, 1908. [198]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c. ex S.S. "Dania" and "Macedonia".

From Calcutta, &c. ex S.S. "Simla".

From Persian Gulf, &c. ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 1st January, 1908. [17]

THE SONG OF THE DOOMED.

(An order has been issued that young officers are not, in future, to stand each other drinks.)

Oh! help, oh! help, the sea's forth
From which my soul doth shrink.

You ask the reason of my wrath?
I "may not have a drink!"

No more shall I be seen about
My Club's seductive "Bar"—

No more shall I be heard to "shout
For drinks" from near or far!

No more for me the "Cocktail's" cheer
Or "Billy Williams's" fire.

Oh! gay "Tom-Tit" I'll miss you, dear,
Of whom I never tire!

No more to keep my spirits up
By pouring spirits down!

I'd rather be a Crammer's "Pup,"
A "Super," or a Clown!

Behold me going out to dine—
Behind my Bearer slinks.

Bringing my bottles full of wine—
"Make Host, I've brought my drinks!"

When I have guests who come from far
All my Club waiters wink

I may not call them to the "Bar,"
Or stand them any drink!

In London (too often in Mayfair)—
Alas what sorrow here—

No more to "chill the Hebe fair,
While quaffing Lager Beer!"

For me no Barmine's twinkling eye,
No "sparkling" fire of wit.

No "Bubbly Jock" when I feel "dry,"
Oh! pity me a bit!

The "good old toasts" are useless now—
"Sweethearts and wives"—no more

For you the flowing bowl shall flow—
It cuts me to the core!

Oh! may't I have a "little" wet?
Of something more than milk?

"I see things, mother, and your Pet
Is weary of that ilk!"

My friends, don't ask me, please, to dine,
'Tis the order of "K of K"

No more for me Falernian Wine
Or priceless old Tokay!

"Live and let live" is a motto sound,
"So," "K" let us "draw the line"

And drink to the health, in one last round,
Of "Bacchus the God of Wine."

"SIRDA RESARTUS,"
Dumday Gazette.

NIGRIAN DEVELOPMENT.

GOVERNMENT'S ATTENTION TO NEW RAILROAD SYSTEMS.

IMMENSE NEW COTTON AREAS.

The policy of the British Government in the Crown Colony of Southern Nigeria and the protectorate of Northern Nigeria is bearing immediate fruit in the development and opening up of the country by the construction of Railways.

Writing in the London Times, on the subject Mr. F. Shelford, B.Sc., M. Inst. C.E., emphasises a fact which should have a peculiar significance for Ceylon—"The construction of railways is now recognised as the most important factor in elevating undeveloped portions of the Empire from a semi-barbaric state to civilisation."

The writer then instances the "all round improvement in customs, education, and the welfare and prosperity of the native races due to this policy, in the West African neighbourhood."

It appears that the extension of the railway into Northern Nigeria will probably be brought about under the present Administration as a result of the efforts of Governor Sir Walter Egerton, K.C.M.G. This line is now being vigorously proceeded with under qualified railway engineers drawn from Indian, Australian, South African and other sources, under whom some 6,000 labourers are now at work.

As far as the Niger, 300 miles from the coast the railway will be constructed upon the Lagos standard—4 ft., with easy curves and gradients and substantial permanent way and works. Beyond the Niger and as far as Zungeru, 43 miles from the coast, the railway is to assume a "pioneer" type of a lighter construction, but with the same gauge. The Niger River, which at this point is confined within a gorge and interrupted by Jebba Island and the Ju Ju (or Fetich) Rock, will be crossed by a train ferry, constructed on the inclined plane system in use on the Continent and elsewhere.

INGRESS TO N. NIGERIA.

Simultaneously, with this activity another system of development is also proceeding, based upon the Niger River as a natural means of ingress to Northern Nigeria. Navigation from the sea being comparatively easy as far as Haro all the year round for vessels of suitable draught, this point was suggested by Sir Frederick Lugard, as a suitable one from which to construct a light railway to Bida, Zungeru, Zaria and Kano. A gauge 8 ft. 6 in., with the Pioneer standard of construction proposed by the writer, and estimated to cost in the first instance £3,000 per mile.

"Thus," says the writer, "the great areas of Northern Nigeria, in which for centuries cotton has been indigenous, will become at last accessible to merchants and cotton growers." He then goes on to emphasise the possible realisation thus afforded of the long-looked-for dream of a counterfoil to American exchange speculation and limited supplies of raw cotton.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

10 Casks of 375 lbs. each, \$8.00 per Cask
as Factory.

10 Bags of 50 lbs. each, \$8.00 per Bag
as Factory.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 24th October, 1907. [141]

Intimations.

A LECTURE ON CHRISTIAN SCIENCE

BY FRANCIS J. FLUNO, M.D., C.S.D.

Member of the Christian Science Board of Lectureship.

AT THE

THEATRE ROYAL,

THURSDAY, January 31st, at 7.30 P.M.

Doors open at 5 P.M.

The Lecturer will be introduced by
Hon. H. E. POLLOCK, K.C.

All are cordially invited to attend.
ADMISSION FREE.

Hongkong, 9th January, 1908. [196]

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 26th and 27th February.

The Schedule will shortly be distributed to Members. Non-members wishing copies should apply to the Hon. Secretary.

Non-members will be charged an entrance fee of 50 cents for each class entered for the show.

L. GIBBS,
Hon. Sec.,
6, Beaconsfield Arcade,
Hongkong, 7th January, 1908. [187]

HONGKONG CLUB.

NOTICE.

THE POST OF COMPTROLLER to the above Club becomes vacant on the 31st March, 1908. Applications to fill the same will be received by the undersigned up to the 31st January, 1908.

C. H. GRAOE,
Secretary.
Hongkong, 8th January, 1908. [192]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that LAM SIU CHUN, of No. 64, Hollywood Road, Victoria, in the Colony of Hongkong, carrying on business as Mill-manufacturer, under the style or firm name of TIEN HEE TONG, has on the 3rd day of October, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark—

The representation of an elderly Chinaman in a long coat holding up with his right hand the right side of his coat, and holding in his left hand in a box, and the representation of an elderly Chinese woman having on either side of her two little Chinese boys clinging to her dress and the representation of a young Chinese girl having her back turned to the Chinaman and facing the Chinese woman, the whole enclosed in an oblong frame;

In the name of TIEN HEE TONG, who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicant in respect of Medicinal Pills in Class 3.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office at the Under-shield.

Dated the 17th day of November, 1907.
WILKINSON & GRIST,
Solicitors for the Applicant.
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NOTICE.

AT A Special Meeting of the CANTON RIVER BRIDGE COMPANY, LIMITED, held at its Head Office, at Canton, on the 25th November, 1907, it was unanimously resolved that the Company be forthwith wound up.

The Public is hereby notified that all Claims against the Company must be sent in to the offices of the Company, at Canton, or to the undersigned on or before the 13th January, 1908, after which date no further claim will be considered by the Company.

Dated this 30th December, 1907.
S. W. TSO,
No. 28A, Des Voeux Road Central,
Hongkong,
Solicitor for
THE CANTON RIVER BRIDGES COMPANY, LIMITED.

Don't Worry.

Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business,

Intimation.

A. S. WATSON & CO., LIMITED.

THE GREAT POPULARITY OF

Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS

CONSISTENT EXCELLENCE

OR

QUALITY.

IT IS A

PURE MALT WHISKY

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

HONGKONG, 3rd January 1908.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 11, 1908.

THE P. & O. COMPANY.

Sir Thomas Sutherland was scarcely in that vein of piquant humour which has enlivened the shareholders' meetings of the P. & O. Company in the past, when, on the 10th inst., he described the operations of the company during the year and dealt with some of the principal questions which have arisen either as the result of keener competition on the part of rivals or the enhanced prices of general commodities. But one sentence towards the close of a lengthy address, full of pith and marrow, should have consoled the shareholders for many of the drawbacks which were experienced during the year: for they were informed that, "The company was never, in my opinion, in a stronger position than it is at the present moment." Coming on top of the remark that in the last eight years the shareholders had received upwards of 100 per cent. on their capital, it is apparent that those who have invested their money in the P. & O. Company have not much reason to complain of bad times or fickle fortune. But there are thousands of others besides the shareholders who are interested in the affairs of the P. & O. Company. There are those who have reason to study the mail arrivals and those who are already planning ways and means to secure a trip home by the line which will land them as near as possible to the thatched cottage or the suburban villa. English people in the Far East may not travel home by one of the P. & O. boats, but nevertheless they regard the P. & O. Company as a national institution, whose interests are indissolubly bound up with those of the Britishers who are plodding away for dear life at the Back of Beyond. The principal points touched upon by Sir Thomas Sutherland related to the foreign competition which was experienced at Antwerp, the competition inaugurated by the Japanese in the Bombay-Japan service, the yarn trade to China, the increased cost of coal—English, Indian and Japanese—and the higher prices that had to be paid for food-stuffs, the hue and cry raised by a section of the British population in India against the ten per cent. surtax on the passenger rates and the "all-red route." With regard to the fight which the P. & O. Company engaged in with the Germans at Antwerp, Sir Thomas made an observation which we fancy might be differently interpreted. He remarked that "Antwerp as a port is more necessary to us now than ever. It was before because it is absolutely impossible for us to fill our ships either to or from the port of London or

The suggestion probably is that with the increased size of the vessels placed on the Australian and Far Eastern runs, and the superfluity of idle tonnage ready to snap up any cargo that offers, the wants of colonial merchants are more than provided for by a moiety of the P. & O. fleet. But is there not another explanation? May not the necessity to find cargoes on the Continent be due to the pushing energy of Continental houses with branches established in the Far East? If the German trader finds his business expanding as the result of sheer hard work, he is not going to extend his retail or wholesale trade by providing a market for British goods or advance the interests of British Shipping Companies. His naturally bestows his patronage on his own people and it may happen that his success in business means the narrowing of British trade abroad, with the consequence that there is a decreased demand for goods from England. It is a fact, which needs no evidence to substantiate its truth, that our foreign competitors particularly in the Far East are coming to the front with rapid strides, the reward of indomitable pluck and undoubted merit. They have laid claim to their share of a profitable trade and where they have been denied an interest they have built up their own connections. As a rule, however, the British have led the way, and the others have followed in their foot-prints, taking advantage of the beaten path which the pioneer work. That is, by the way, but it may help to explain why the P. & O. boats can no longer find a sufficiency of cargoes in England, despite the increased demand in China for goods of Western manufacture and design. It was all very fine for Sir Thomas Sutherland to say that the trade between the Continent of Europe and the Far East was increasing and to add, "this is not altogether a matter of surprise seeing that, after all, the Continent of Europe is a good deal larger than this little island of Great Britain," but that has little to do with the question; the suggestion is that Britain's export trade is diminishing and that will never do. As for Japanese competition we know already the general terms in which the chairman of the P. & O. Company spoke of the monopoly in the yarn carrying trade from Bombay to Japan, and the subject need not be further discussed. As for the increase in the cost of passenger fares if anybody could have made out a good case for the general rise Sir Thomas Sutherland was the one to do it. Whether he has done so or not is quite immaterial, for we are bound hand and foot by the great passenger lines visiting Hongkong and as each one of them has adopted the 10 per cent. surtax the unfortunate passenger has simply to grin and bear it and pray for better times. Advertising to the mail contract which has been signed by the British Government, Sir Thomas offered some reminiscences which are worth quoting. He said: "It is a matter of some historic interest, at all events to myself, that in the first mail contract which I had anything to do with thirty years ago, the company were paid a very much larger sum for a very much smaller and inferior service. We have saved the Government in the various contracts which we have made since that time something like £200,000 a year, and we have, at the same time, accelerated the movement of the Indian mails by not less than a whole week, the China mails a whole fortnight, and the Australian mails, I think, even a little more. As a matter of fact, it has been our policy to connect the mail contract with the general progress of the company, and I think to the moderation of our demands on the public purse on the one hand, and the enterprise which we have shown in carrying out the service once it was obtained, we owe the fact that for sixty-seven years to-day the company have secured what I might call almost a monopoly of the mail contracts with the Far East." That at any rate is a record which the company may well be proud of and one which fully justifies its claim to be considered a national institution. After all is said and done the P. & O. Company has every reason to be satisfied with the result of its operations in 1907.

THE MAGISTRATE'S PRUDICENCE.

Some of the ribald people who are to be found in and about the Magistracy are painfully edging their brains over a problem of the deepest moment, for it involves the question: When is a Magistrate not a Magistrate? It is useless to beat about the bush, although there is reason to believe the Magistrate did some bush-beating at the time—for the gentleman concerned is the humorist of the Hongkong bench along top-side, to wit Mr. F. A. Hazeland. Now, it is a dangerous thing to treat a Magistrate's doings with levity, because of all people, if we except the medical man, he is most likely to get his own back. So that we will recall the harrowing experience which is alleged in legal circles the word "alleged" covers all the sins of the decalogue and a few others only known to lawyers and special juries—alleged, then, to have fallen to the lot of Mr. Hazeland, with the prospect of prosecution and caution. If any wild

Irishman or brave Scotsman at the Central can find in the narrative a serious plot to impair the dignity of a worthy Magistrate, or should even fancy that there are possibilities of an action for contempt of court, then all we can say is that we can easily prove an alibi. At the time when the story quietly found its way into the rather chilly air of the Peak, Mr. Hazeland was a fine old veteran of the first world war, he had marked out for his own some time ago. That the tree happened to be Government property was merely an accident which might happen anywhere. He pulled his weapon with the enthusiasm of Gladstone and had almost finished his task when an Indian constable blotted out the moon's face and irritably shouted: "Woodman, spare the tree!" or something in Fungish which is quite as logical. The Chinaman made few or no bones to quote the vernacular about going, but went so fast that there was only one thing for the Indian policeman to do—to follow. He played a fantasia on his nose, accompanying himself with variations something after the style of "Lullabye." Knowing that there were no other policeman within miles he did the cat-call, the hat-trick and the three-fires-and-a-murder-symphony to the whistle, and did them very well indeed. Meanwhile, a chair carried by two coolies who seemed in the last stages of breathlessness and panted with the pants of those who are supporting men of substance, was slowly winding its way along the Peak. The occupant was Mr. F. A. Hazeland. As the coolies shuffled along, a Chinaman sprinted into view and before he could say "Jack Robinson" he was grabbed by the athletic and brawny Magistrate who, it is alleged, was not a Magistrate at all at that particular moment. How he grabbed the Chinaman the world will never know, for the sprinter has disappeared. Mr. Hazeland refuses to tell, and if there were any other witnesses they evidently thought discretion the better part of valour. But grab the Chinaman Mr. Hazeland certainly did, and he held on with the grimness and tenacity of a bulldog. It must have been a glorious sight—the law in all its majesty stepping off the bench to make the guilty quake. We wonder what Mr. Hazeland really said, whether it was "D'ye ken wha I am," as one Scotch policeman avers—again we keep on the safe side by saying "hush"—or "Say yer prayers at wanst, ye devil!" as some think. In any case the Magistrate gave the Chinaman the half Nelson when the latter proposed to leave and only the sound of a steam-roller going at full speed and vomiting clouds of steam into the cool air of a seraphic night saved him from being Zbysced. The reverberating machine turned out to be the Indian policeman lumbering down hill, just at this crucial moment Mr. Hazeland's kind heart took advantage of the interruption, and the Chinaman may be still running for all anybody knows. He certainly did not come back. Now the question is: Should Mr. Hazeland as a component member of the Force; a regular attendant at the Police Ball, and a true believer in discipline, be considered to have transgressed the rules and regulations by allowing a prisoner to escape? Was he in the position of a Police Magistrate when he grabbed that Chinaman, and did he become a mere man when he forgot the double lock? Some poor lunk or apologetic Indian gets fined every other day for letting prisoners escape. What about Mr. Hazeland's case? The point is a very fine one, and there are one or two inspectors of police who are racking their brains over the conundrum. Perhaps after all Mr. Hazeland may be absolved; consider his consternation when suddenly brought face to face with a fleeing apparition; think of his dismay and amazement when he found he had actually grabbed the vision and learned that it was no "spirit from heaven" or goblin damnd'd! Imagine his anxiety when he heard the fairy footsteps of the prisoner; it was enough, when all is put together, to disarm and rout a regiment of magistrates. If there is a doubt in the mind of the reader as to the responsibility of Mr. Hazeland for allowing the prisoner to escape, then Mr. Hazeland is entitled to receive the benefit of that doubt, and a majority verdict in favour of dismissal will in all probability be accepted, but it should be understood that these highway jinks must not be indulged in at the Peak especially with impunity.

There is a project on foot to build a Japanese town of considerable dimensions on the immediate west of the city of Mukden. The estimated expenditure is ¥8,000,000, spread over a period of four years, but nothing is said as to the source from which this money is to be obtained. It appears that the railway possesses an area of land measuring 2,000,000 futsu, and that about one third of this area, namely 650,000 futsu, will be assigned for the site of the town. A new railway station will be built within the town, a distance of about 10 miles from Mukden, and a road thirty futsu wide will lead from the station to the town. The land remaining in the possession of the railway will be let out to private owners on a lease for 99 years, and the rent will be 10 per cent. of the value of the land. The land is situated in the vicinity of the railway station, and is of a very fertile soil. The project is being carried out by the Japanese Government, and it is expected that the town will be a great success. The land is situated in the vicinity of the railway station, and is of a very fertile soil. The project is being carried out by the Japanese Government, and it is expected that the town will be a great success.

LOCAL AND GENERAL.

Mr. C. J. Bonaparte, U.S. Consulate-General, is preparing a suit to break up the Harriman system.

Messrs. Carlowitz & Co., as agents for the Globe Insurance Co. of Hamburg, send us a wall-calendar for 1908.

Captain O. L. Price, R.O.A., passed the preliminary examination in Japanese at the recent examination of officers for foreign languages.

The shareholders of the Tientsin Electric Railway, at a meeting held on 6th inst., almost unanimously adopted a provisional contract for the municipal title of the railway.

During the absence, on leave, of Major General R. G. Broadwood, C.B., Colonel C.H. Darling, C.F., assumes command of the troops in South China, from this date.

We are informed by Messrs. Pufferfeld & Swire, agents for the Norddeutscher Lloyd Orient Line, that an arrangement has been come to between the N.D.L. and the N.Y.K. whereby the liner with us entirely from the Bangkok run on terms satisfactory to both parties.

Mr. KER, by name, L. L. L. (Long), of 17, Queen's Road Central, is accused of obtaining \$200 from Leung Shing, a shopkeeper, carrying on business at 153, Queen's Road West, on the 8th instant, by means of a trick, and was charged at the Police Court, this morning, and remanded.

We are requested by the Rev. Father Spada, chaplain, to state that from to-morrow, Sunday, and every Sunday in future, the hours for divine service at the Rosary Church, Kowloon, will be 8 a.m. to 9 a.m., and Mass, followed by the Benediction of the Blessed Sacrament, at 9 a.m. The new arrangement is made to suit the convenience of the R.C. community residing on the Peninsula, who will appreciate the change.

Messrs. David Sassoon and Company's steamer *Catherine Apsar* arrived from Singapore this morning and dropped anchor in the Quarantine Anchorage. The rumour that she had been infected with disease was quickly put into circulation. On inquiry being made at the offices of the agents we were informed that the rumour had no foundation in fact. The *Catherine Apsar*, it was stated, had to anchor in the Quarantine Anchorage, because her usual anchorage had been taken up by another steamer.

The Japanese Government has issued stricter instructions, completely prohibiting the emigration of Japanese towards America. This step has been taken in view of the loose manner in which passports were issued by some prefectures. The Tokio authorities are optimistic with regard to the fate of the Japanese Exclusion Bill in Washington. They also expect that Mr. Lammie, on his return to Ottawa will do much to remove misconceptions in Ministerial and parliamentary circles. His hurried return was principally due to the existence of these misconceptions.

The steamer *Victoria*, formerly on the British register, latterly the property of Kwang Tung Tai and sailing under the Chinese flag, was arrested in the Arsenal Reach yesterday on a Mixed Court warrant, reports the *N.C.D. News* of 7th inst. The firm of Kwang Tung Tai failed at Newchwang some weeks ago, and the *Victoria*, which came down from that port about a month since, has been seized by one of the firm's creditors in satisfaction of his claim. We understand that instructions have been given for her to be sold, but that a protest has been sent into the Tariff by other interested creditors.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st December, 1907, as certified by the managers of the respective banks:

| Banks. | Average. | Specie in Reserve. |
|---|-------------|--------------------|
| Chartered Bank of India, Australia and China, \$1,748,750 | \$5,500,000 | |
| Hongkong and Shanghai Banking Corporation, 13,299,563 | 10,000,000 | |
| National Bank of China, Limited, 341,750 | 150,000 | |
| Total, 15,389,063 | 15,650,000 | |

A TOKIO despatch, of 9th inst., to the *N.C.D. News* says:—Viceroy Hsiu Chih-chang returned to Mukden on December 30. Yesterday he proclaimed the independence of the judiciary in view of the completion of the judicial reform. He promised impartiality of justice. Hsiu-chang began to run in Mukden yesterday. A telegram from Taiwan states that in the face of alleged Japanese discrimination against Chinese tobacco, together with other grievances, Manchuria will, hereafter, especially free of Customs duty and is over-shading Japanese Government tobacco. Japanese traders in Taiwan are agitating for exemption from the payment of duty pending the complete enforcement of Customs arrangements by the Russian authorities in North Manchuria.

"A CANDID confession is good for the soul," shouted Lau, Yang, a farmer, residing at 8, Der-Voux Road Central, early this morning when he was stopped by a "lunko" in Des Voeux Road. Lau was carrying a pig-skin trunk containing about 50 worth of clothing on his shoulder. The lunko wanted to know who the trunk belonged to. Lau hummed and hawed for a while, but when he discovered that the officer meant business, he took the lunko to the third floor of 74, Des Voeux Road, the residence of Pua Tse Keng, the accountant of the Yee Kee shop. The owner of the trunk was there, and Lau when they reached the third floor, the apartment was aroused, and he identified the trunk as his property. He did not think that he had been stolen. Lau was sentenced to hard labour and six hours' detention.

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The King Alfred was the first of the occasion. Whoever was responsible for the scheme of decorations, which were largely carried out by the artistic grouping of electric lamps, certainly achieved a result which was evidence of a fine perception of the capabilities of electric illumination for decorative purposes. The King Alfred was alive with multi-coloured lights, picked out in the traditional red, white and blue designs, and the whole scene gave the visitor a sense of the artistic which was quite tangible. The staircases and alcoves were rendered fragrant with sweet smelling plants, while the usual ferns and palms were strewn with excellent effect at odd corners. The quarter deck was, of course, brilliantly lighted and when the majority of the guests had assembled there and the flashing of gold lace scintillated on the jewels of the ladies, while the garb of the Sassanach relieved the blaze of the tartan, the picture was complete.

Along the after part of the bridge were the supper tables, while the casemates had been converted into floral retreats where whispered conversations and final partings might take place without the parties being subjected to the cold stare of the critical.

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The guests were received at 9 p.m. and the proceedings did not conclude till the early hours of this morning. The function was an unqualified success from beginning to end, and the *bon voyage* offered the officers who are homeward bound was as sincere as it was enthusiastic. Whatever the King Alfred undertakes it does well; it will be an unusually successful function which eclipses last night's fete.

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ADMIRAL'S FAREWELL.

BRILLIANT FUNCTION ON FLAGSHIP.

"SON VOYAGE" TO THE "KING ALFRED'S" OFFICERS.

A SCENE OF WITCHERY AND CHARM.

Although Hongkong is the headquarters of the British Squadron, cruising in China waters, and it might naturally be expected that naval functions and naval fetes would be as common as flowers in June, at least while the men-of-war were in port, yet it is the fact that the nights when the officers and men of the squadron tear themselves away from stern duty and entertain their shore friends are so few and far between that each occasion becomes an event and each invitation a thing to be remembered and treasured. Last night was one of the memorable nights in naval circles, and also to those who had been allowed the privilege of bidding farewell to the officers who are to be paid off on Tuesday next.

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For the convenience of the two hundred shore guests attending the King Alfred's farewell ball, boats and barges attended by the officer in charge of boats awaited the arrival of those invited, at Murray Pier. The guests began to arrive shortly before 9 o'clock and were fired. All the way up the gangway on each side of the flag-ship electric lamps were run. Ascending the steps at the top of the gangway was a bowery of green trees, roses and seasonal flowers, glowing out with delightful perfume. Admiral Sir Arthur Moore, attended by his officers, was on the quarter deck to receive the guests, among whom were—Commodore and Mrs. Stokes, Major-General Broadwood, C.B., Colonel Darling, Colonel Aiken, Sir Francis Piggott, Sir Henry Lady and Miss Berkeley, Hon. Mr. and Mrs. F. H. May, Hon. Mr. and Mrs. Henry Keswick, Mr. C. H. Ross, the Hon. Capt. Basil R. H. and Mr. Taylor, Mr. and Mrs. H. W. Looker, Mr. F. A. Hazeland, Major Chapman, Mr. W. Armstrong, Hon. Mr. and Mrs. E. A. Hewitt, Hon. Mr. and Mrs. W. Chatham, C. P. and Mrs. Wyatt, Hon. Mr. W. Rees Davies, Capt. and Mrs. H. Beasley, Major and Mrs. Chitty, Mr. and Mrs. Clibbery, Lieut. and Mrs. J. D. Estlin, Capt. and Mrs. Dooner, Lt. Comdr. and Mrs. Freemantle, Comdr. and Mrs. Grenfell, Mr. P. H. J. Gompertz, Mr. H. Hancock, Mr. D. R. Law, Mr. and Mrs. G. C. Moxon, Mr. H. R. Phillips, Major R. T. Ross, Mr. H. W. Slade, Mr. and Mrs. C. D. Wilkinson, Mr. A. G. Wise, Mr. T. F. Hough, some of the Consular Officers, the Officers of the British and Foreign Navy in port, and the Officers of the Cameron Highlanders.

The decorations were carried out with an artistic skill which excited general admiration. Beautiful ferns, cespices and palms flanked the quarter deck and from the profusion of greenery peeped forth a number of electric bulbs in the national colours of Old England—red, white and blue. Electric lamps were also run all around the ship. There was a specially made striped awning, inside the other awnings, for the occasion. Around each of the foremast were hundreds of lovely flowers (lilies) in evergreen, the electric globe lighting in the pictures into one of fairyland. Glazes of the same colour and electric lamps were also run in long lines in the foremast, and the electric globe lighting in the pictures into one of fairyland.

The King Alfred was the first of the occasion. Whoever was responsible for the scheme of decorations, which were largely carried out by the artistic grouping of electric lamps, certainly achieved a result which was evidence of a fine perception of the capabilities of electric illumination for decorative purposes. The King Alfred was alive with multi-coloured lights, picked out in the traditional red, white and blue designs, and the whole scene gave the visitor a sense of the artistic which was quite tangible. The staircases and alcoves were rendered fragrant with sweet smelling plants, while the usual ferns and palms were strewn with excellent effect at odd corners. The quarter deck was, of course, brilliantly lighted and when the majority of the guests had assembled there and the flashing of gold lace scintillated on the jewels of the ladies, while the garb of the Sassanach relieved the blaze of the tartan, the picture was complete.

Along the after part of the bridge were the supper tables, while the casemates had been converted into floral retreats where whispered conversations and final partings might take place without the parties being subjected to the cold stare of the critical.

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1. THE UNITED STATES OF AMERICA

7

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT | LAST DIVIDEND. | APPROXIMATE PERCENTAGE OF LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|--|-------------------|----------|----------|-----------------------------|------------------------|--|------------------------|
| | | | | RESERVE. | AT WORKING ACCOUNT. | | |
| BANKS. | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 80,000 | \$125 | \$125 | \$1,000,000 | \$1,797,67 | 1.15% for 1-year ending 30.6.07 @ ex | \$725 |
| Do. (new) | 40,000 | \$125 | \$125 | \$1,750,000 | | 1/2 3/16 = \$19.04 | \$715 sales |
| National Bank of China, Limited | 1,000,000 | £7 | £6 | \$1,735,000 | \$71.2 3 | 1/2 London 1/10 of 1907 | \$51 |
| MARINE INSURANCES. | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$150 | \$50 | \$1,500,000 | none | \$20 for 1907 | \$245 |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | \$1,500,000 | Tls. 204 4 4 | Final of 7/6 per share making in all 15/- | Tls. 8 1/2 sellers |
| Union Insurance Society of Canton, Limited | 12,400 | \$150 | \$100 | \$1,800,000 | \$1,460 4 0 | Final of 1/2 making \$44 for 1907 and | 182 1/2 |
| Yangtze Insurance Association, Limited | 8,000 | \$100 | \$60 | \$1,200,000 | \$394.520 | 1/2 year ending 31.12.07 | \$150 |
| Do. (new) | 4,000 | \$100 | \$60 | \$1,200,000 | | | \$135 sales |
| FIRE INSURANCE. | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | \$1,000,000 | \$362.980 | 1/2 and bonus 1/2 for 1907 | \$105 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,000,000 | \$435.236 | 1/2 for 1907 | \$330 buyers |
| SHIPPING. | | | | | | | |
| China and Manila Steamship Company, Limited | 10,000 | \$25 | \$25 | \$7,000 | \$65 | 1/2 for 1907 | \$15 |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$10,000 | Nil. | 1/2 for 1907 | \$40 buyers |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 10,000 | \$15 | \$15 | \$1,500,000 | \$27.102 | 1/2 for 1st half-year ending 30.6.07 | \$120 |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | £5 | £5 | \$60,000 | £3 604 | 1/2 for 1907 @ ex 2 1/2 = \$1.14 per share | \$24 |
| Do. (Deferred) | 60,000 | | | \$60,000 | | | \$20 |
| Shanghai Tug and Lighter Company, Limited | 100,000 | Tls. 50 | Tls. 50 | Tls. 50,000 | Tls. 13,347 | Interim of Tls. 1/2 for account 1907 | Tls. 44 buyers |
| Do. (Preference) | 100,000 | | | | 172,370 | Interim of 1/2 (Coupon No. 8 for a/c 1907 | Tls. 50 sellers |
| "Shell" Transport and Trading Company, Limited | 10,000 | \$10 | \$10 | \$10,000 | \$137 | \$1.00 for year ending 31.12.1907 | \$24 buyers |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$10,000 | | \$0.50 for year ending 31.12.1907 | \$12 buyers |
| Taku-Tug and Lighter Company, Limited | 10,000 | Tls. 50 | Tls. 50 | Tls. 50,000 | 18 730 | Final of Tls. 2 making Tls. 6 for 1907 | Tls. 47 sellers |
| REFINERIES. | | | | | | | |
| China Sugar Refining Company, Limited | 10,000 | \$100 | \$100 | \$1,000,000 | \$9,218 | 1/2 for year ending 31.12.06 | \$103 buyers |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$700,000 | | 1/2 for 1907 | \$10 |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 350,000 | Tls. 8,935 | Tls. 4 (8%) for year ending 31.12.06 | Tls. 80 |
| MINING. | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | £1,000,000 | £11,556 | Final of 1/6 (No. 9) for 1907 | Tls. 158 sellers |
| Knob Australian Gold Mining Company, Limited | 150,000 | £1 | £1 | £150,000 | £11,358 | No. 12 of 1/4 = 4 cents | \$88 |
| DOCKS, WHARVES & GODOWNS. | | | | | | | |
| Fenwick (Geo.) & Co., Limited | 18,000 | \$25 | \$25 | \$450,000 | \$10,335 | \$1.75 for year ending 31.12.06 | \$114 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 40,000 | \$50 | \$50 | \$2,000,000 | \$3,047 | Interim of 1/2 for six months ending June 30th 1907 | \$155 old |
| Do. (new) | 20,000 | | | | | | \$35 new |
| Longkong and Whampoa Dock Company, Ltd. | 10,000 | \$50 | \$50 | \$500,000 | \$491,580 | 1/2 for 1st half-year ending June 30th, 1907 | \$66 |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 5,570,000 | Tls. 10,459 | Tls. 3 for year ending 30th April 1907 | Tls. 75 sellers |
| Shanghai and Hongkew Wharf Company, Limited | 36,000 | Tls. 100 | Tls. 100 | Tls. 3,600,000 | Tls. 23,117 | Interim of Tls. 8 for account 1907 | Tls. 215 sellers |
| LANDS, HOTELS & BUILDINGS. | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 2,500,000 | Tls. 1,388 | Tls. 6 for 14 months ending 31.12.07 | Tls. 105 |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | \$25 | \$25 | \$750,000 | \$10,208 | 1/2 for year ending 31.12.07 | \$114 |
| Central Stores, Limited | 50,123 | \$15 | \$15 | \$751,845 | \$6,178 | \$1.50 for 1906 | \$13 |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$600,000 | \$10,225 | 1/2 for 1st half-year ending 30.6.07 | \$72 |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$5,000,000 | \$56,218 | Interim of 1/2 for half year ending 30.6.07 | \$95 |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$1,500,000 | \$11,567 | 80 cents for 1906 | \$71 |
| Kowloon Land and Building Company, Limited | 10,000 | \$50 | \$50 | \$500,000 | \$1,089 | \$2 1/2 for 1906 | \$7 |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 3,900,000 | Tls. 67,078 | Interim of Tls. 3 for account 1907 | Tls. 105 sellers |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | \$625,000 | \$1,519 | Interim of 1/2 for half year ending June 30th | \$50 sales |
| COTTON MILLS. | | | | | | | |
| Kwo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | Tls. 750,000 | Tls. 8,807 | Tls. 2 1/2 for year ended 31.10.1907 | Tls. 57 buyers |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 5,000 | \$10 | \$10 | \$50,000 | \$14,269 | 50 cents for year ending 31.7.07 | \$10 |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 750,000 | Tls. 85,519 | Tls. 6 for year ended 30.6.06 (8%) | Tls. 51 buyers |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 800,000 | Tls. 31,269 | Tls. 8 for 1906 | Tls. 65 sellers |
| Soy Chee Cotton Spinning Company, Limited | 1,000 | Tls. 500 | Tls. 500 | Tls. 500,000 | Tls. 50,603 | Tls. 50 for 1906 | Tls. 270 sellers |
| MISCELLANEOUS. | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 1,604 | 12/6 | 12/6 | £1,299 | £638 | 1/3 per share for 1906 | \$74 |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | \$10 | \$12,000 | 1653 | 1/2 for 1907 | \$10 buyers |
| China-Borneo Company, Limited | 10,000 | \$12 | \$12 | \$120,000 | Nil. | 1/2 for 1907 | \$101 |
| China Flour Mill Co., Limited | 4,000 | Tls. 50 | Tls. 50 | Tls. 200,000 | Tls. 889 | Final of Tls. 5 making Tls. 10 for 1907 | Tls. 58 sellers |
| China Light and Power Company, Limited | 100,000 | \$10 | \$10 | \$1,000,000 | \$25,000 | 60 cents for year ended 31.2.05 | \$6 |
| Do. special shares | 100,000 | \$10 | \$10 | \$1,000,000 | 1855 | 80 cents for 1906 | \$6 1/2 |
| China Provident Loan & Mortgage Company, Ltd. | 100,000 | \$10 | \$10 | \$1,000,000 | | \$1.30 for year ending 31.7.07 | \$7 1/2 sa. and b. |
| Dairy Farm Company, Limited | 25,000 | \$7 1/2 | \$6 | \$187,500 | \$2,074 | Interim of 50 cents per share for a/c 1907 | \$112 |
| Green Island Cement Company, Ltd. | 400,000 | \$10 | \$10 | \$4,000,000 | \$10,804 | \$2 1/2 for year ending 28.1.07 | \$112 |
| Hall & Holtz, Limited | 21,000 | \$20 | \$20 | \$420,000 | \$15,002 | 1/2 per share for year ending 28.2.07 | \$15 |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$10 | \$600,000 | \$2,953 | Interim of 1/2 for 1-year ending June 30th 1907 | \$240 |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$125,000 | \$4,311 | Interim of 1/2 for 1-year ending June 30th 1907 | \$23 |
| Hongkong Rope Manufacturing Company, Ltd. | 50,000 | \$10 | \$10 | \$500,000 | \$4,311 | Final of Tls. 7 1/2 making Tls. 15 for 1907 | Tls. 36 1/2 buyers |
| Maatschappij tot Rijzen van Landbouw-planten in Langkat, Limited | 25,000 | £100 | £100 | £2,500,000 | Tls. 10,374 | 1/2 for 1st half-year ending 30.6.07 | \$13 |
| Peak Tramways Company, Limited | 25,000 | \$10 | \$10 | \$250,000 | \$2,653 | 1/2 for 1st half-year ending 30.6.07 | \$13 |
| Peak Tramways Company (new) | 50,000 | \$10 | \$10 | \$500,000 | | 1/2 for 1st half-year ending 30.6.07 | \$13 |
| Philippine Company, Limited | 107,500 | \$10 | \$10 | \$1,075,000 | | 1/2 for 1st half-year ending 30.6.07 | \$13 |
| Shanghai Gas Company, Limited | 24,000 | Tls. 50 | Tls. 50 | Tls. 1,200,000 | Dr. P. 34,324 | Interim of Tls. 3 1/2 for account 1907 | Tls. 107 buyers |
| Shanghai Horse Bazaar Co., Ltd. | 5,000 | Tls. 50 | Tls. 50 | Tls. 250,000 | Tls. 67,571 | Tls. 4 for 1907 | Tls. 45 sellers |
| Shanghai Pulp and Paper Company, Limited | 1,500 | Tls. 100 | Tls. 100 | Tls. 150,000 | Tls. 3,354 | Final of Tls. 5 and Tls. 10 for 1907 | Tls. 60 buyers |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | Tls. 600,000 | Tls. 7,845 | Interim of Tls. 5 for a/c 1907 | Tls. 12 1/2 sellers |
| Shanghai Waterworks Company, Limited | 15,350 | £20 | £20 | £307,000 | Tls. 85,592 | Interim of 1/2 for account 1907 (old) | Tls. 350 buyers |
| South China Morning Post, Limited | 5,000 | \$25 | \$25 | \$125,000 | Dr. 84,034 | Interim of 1/2 for account 1907 (new) | \$20 sales |
| Steam Laundry Company, Limited | 20,000 | \$5 | \$5 | \$100,000 | \$278 | None | \$8 sellers |
| Tientsin Waterworks Company, Limited | 2,000 | Tls. 100 | Tls. 100 | Tls. 200,000 | Tls. 301 | Tls. 6 1/2 for year ending 30.4.07 | Tls. 97 |
| Union Waterboat Company, Limited | 50,000 | \$10 | \$10 | \$500,000 | \$349 | First year | \$11 |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$10 | \$100,000 | \$1,360 | 80 cents on 9,000 ord. shares and 1/2 on 100 Founders shares for year ending 31.5.07 | \$10 |
| Watson, (A. S.) & Co., Limited | 90,000 | \$10 | \$10 | \$900,000 | \$1,482 | Interim of 30 cents for account 1907 | \$11 1/2 buyers |
| William Powell, Limited | 15,000 | \$10 | \$10 | \$150,000 | \$41 | Final of 30 cts. making 80 cts. for the year ended 30th June, 1907 | \$5 buyers |

These shares are entitled to half of the profits.

Halls.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERSTHE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA."

Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 25th January, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Victoria," 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Oriental," due in London on 7th March, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 11th January, 1908.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
CEYLON, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAYE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "SALAZIE"

Captain Allard, will be despatched for MARSEILLES on TUESDAY, the 21st January, 1908, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports; and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows—
S.S. "YARRA" 4th Feb.
S.S. "OCEANIAN" 18th Feb.

J. MILLET,
Agent.
Hongkong, 7th January, 1908.

THE AMERICAN AND ORIENTAL LINE

FOR BALTIMORE AND NEW YORK

(With liberty to call at Malabar Coast.)

THE Steamship

"JESERIC"

Captain Thompson, will leave for the above Ports, on or about SATURDAY, 25th January, 1908.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 21st December, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1856.

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

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AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1901.

The Whisky
9th Great Age

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IMPERIA

Sole Agents: BUNN & BERNARD

15, 16 & 17, Cross Street, Singapore